



Volume 2, Issue 5

Gray Davis, Governor
Maria Contreras-Sweet, Secretary of Business, Transportation and Housing Agency
Jeff Morales, Director

MAY 2002

CALTRANS HONORS FALLEN COLLEAGUES AT HIGHWAY WORKER MEMORIAL



Staff from the Northgate Maintenance crew set up a lane closure to remind passing motorists to "Slow for the Cone Zone". (Photo by Leslie Case)

In the shadow of new life, Caltrans remembered the ultimate sacrifice of 157 highway workers killed in the line of duty during a memorial ceremony April 9 at the California State Capitol.

Caltrans Director Jeff Morales lead a contingent of transportation and public officials in honoring the 157 fallen

Caltrans workers and planted a tree in their memory in Capitol Park.

The Caltrans Honor Guard, comprised of District 3 employees, solemnly traced the perimeter of 157 cones symbolizing an orange caution sign. Each cone bore the name of a Caltrans employee killed in the line of duty. Thankfully,

there were no cones added since last year to this annual event. The Honor Guard ceremoniously moved a memorial wreath from the center of the cones and placed it next to the live oak planted by officials and victim family members.

Director Morales also launched a \$1.4 million public awareness campaign to alert the motoring public to the importance of slowing down and driving with caution when passing construction work zones.

"Protecting the safety of those who work and use our roadways is our highest priority. This expanded awareness campaign will build upon our previous efforts to keep the importance of driving with extra caution past work zones foremost in driver's minds," Morales said.

The Caltrans memorial service coincided with the 2002 National Work Zone Safety Week that was observed nationwide April 8th through 12th.



Caltrans Honor Guard Members from l-r: Richard Waistell, Woodland; Byron Pierce, Chico; Shelly Jennings-Piscatelli, South Lake Tahoe; John Wells III, Elk Grove; Bob Pence, Kyburz; Lori Phillips, Roseville; Paul Inman, Woodland; and Joe Simas, Whitmore. (Photo by Leslie Case)

Context Sensitive Solutions Case Study

U.S. Hwy. 50 Operational Improvements Project in Placerville

by Lyle Stockton, Senior Project Engineer and
Dan McElhinney, Chief of North Region Design and Engineering Services

U.S. Highway 50 travels through the City of Placerville as it winds its way from Sacramento into the Sierras. It was upgraded to be an expressway in the mid-1950's and is just 45 meters north of the original highway, which is now Main Street in downtown Placerville. Although not technically "main street", U.S. Highway 50 certainly is the vantage point from which most people see the town as they travel the historic and scenic region.

Designing with Context Sensitive Solutions (CSS), project teams should approach transportation issues by evaluating and planning for a project scope that seeks to enhance communities and be responsive to community concerns while improving mobility across California.

The design of the Placerville Operational Improvements project, currently estimated at \$22 million, is taking this CSS approach while being developed to improve highway and local traffic and pedestrian circulation. Context sensitive elements have been incorporated into the basic project scope as well as two related Transportation Enhancement Activity (TEA) projects.

The first TEA project was completed in early 2001 with

two purposes: structure visual improvement and public preview of what may be possible solutions in the larger Operational Improvements project. The selected application of "drystack" stone texture was added to an existing retaining wall within the highway right of way with the help of effective community participation. It has defined the aesthetic theme for the corridor. The final texture was selected during a community workshop in which a number of choices were presented by our Engineering Services' Bridge Architecture and Aesthetics group, led by Javier Chavez.

A second TEA project is proposed to be built in mid-2004 as part of construction for the larger project. The two projects are intimately linked

together since the "Hangtown Creek Beautification" TEA project was granted to remove an existing large concrete culvert that will no longer be needed after completion of the parent project. The larger project necessitates removal of buildings and retaining walls that line the creek and the TEA project highlights the importance of a "sense of place" in design by removing exposed sewer lines, contouring the channel alignment, and landscaping the newly exposed areas with native vegetation. The "daylighting" of the creek is consistent with the community's desire to improve the visual value of Hangtown Creek.

Several additional details beyond what is typically considered standard highway de-

sign will be included in the Operational Improvements project. These CSS features were identified by a consensus building approach among transportation agencies, the public, and key stakeholders. These enhancements include "drystack stone" treatments applied to bridge columns, abutment wingwalls, and concrete barriers. Also, the Hangtown Creek Bridges represent a "gateway" into the City of Placerville as the traveler approaches on Route 50, inviting travelers off of U.S. Highway 50 to visit downtown shops and celebrate "Old Hangtown's" Gold Rush era charm. Decorative wrought iron railing is planned for use on each of the Hangtown Creek Bridges as well as on a replacement pedestrian overcrossing at Bedford Avenue. The project team led by Project Manager Donna Berry emphasized considerable communication with City officials and citizens.

The North Region Office of Design West has worked closely with Senior Bridge Engineer Manode Kodsuntie and District 3 Electrical Engineer Zahra Niknafs to develop additional aesthetic concepts to be funded by a proposed third TEA project. Should these funds be granted, the

(see **CSS** next pg.)



Completed "Drystack Stone" treatment applied to an existing U.S. Highway 50 retaining wall.

CSS cont'd



"Historic" lighting fixtures proposed for project inclusion.

Hangtown Creek in Placerville to be improved for "Visual Value"



town would see the addition of "see through" style barriers, additional decorative treatments to retaining walls, and "historic" appearance lighting fixtures and traffic signals.

Other project efforts have taken into consideration the communities desire for bicycle and pedestrian facilities. Considerable gains have been made to preserve portions of a former railroad right of way parcel that is partially used for highway widening improvements and desired for trails. A concrete barrier will be erected to protect citizen use between U.S. Highway 50 traffic and Hangtown Creek. A new wall will retain embankment widening from encroaching into the proposed trail alignment east of Bedford Avenue. The pedestrian overcrossing landing structure will be moved to make more trail width.

The Operational Improvements design team has incorporated the aesthetic character of the town into the highway corridor. Although most of these improvements are beyond the pavement of U.S. Highway 50, benefits have resulted in a more cooperative working relationship with the City and community as project development continues. Context sensitive solutions can have as much a positive effect before a project is completed, as they can for the post project livable community.

Interstate 80 Delays Kept Under 30 Minutes



A big rig rolls over a fresh coat of asphalt applied to the deck of the Floriston Bridge on Interstate 80 on Tuesday, April 23. Motorists, who were warned of delays of over one hour, had to be pleased when actual delays were kept under thirty minutes. A traffic management team, led by Tony Aoun of Traffic and Construction Liaison Rick Lingford, monitored traffic counts and adjusted a series of changeable message signs that extended into Nevada to keep drivers informed of delays up ahead. The California Highway Patrol performed a "rolling closure" to stop traffic safely and maintained a constant and visible presence in the "cone zone" to keep drivers alert. A construction plan put in place by Resident Engineer (acting) Alan Dever was accomplished by crews from Granite Construction. Since the lanes on the bridge deck were too narrow to improve one lane at a time, a full freeway closure was needed to grind the existing pavement and apply a fresh coat of asphalt/concrete to the deteriorated bridge deck. That deck wasn't scheduled for replacement until the latter stages of a four-year \$86 million project to improve I-80 over an 11-mile stretch of I-80 between West Boca and Floriston, east of Truckee. This will serve as temporary measure to give the public a smoother ride in the interim. This project is scheduled for completion in 2004.



Dan McElhinney
Chief of North Region
Design & Engrg Services

North Region News

"Surveyors Achieve A Safe Success"

Spring is here again with another busy construction season beginning on our Northern California highways. An essential delivery group within North Region Design & Engineering Services is our Office of Surveyors. Surveyors in North Region covering Districts 1, 2, 3, and 4 have done a fantastic job meeting their quality product commitments and delivering as promised during this last year of high workload. Regardless of deadlines, our first priority is safety, and our safety record is very good.

The team consists of four field surveys branches, three right-of-way engineering branches, a surveys processing support branch and a project coordination branch. Jim Brainard is the Office Chief.

SAFETY BEGINS WITH YOU

During April's Safety Awareness Week, we conducted three "all-hands" Safety workshops in each of the three regional offices. The presentations and safety meetings were both informative

and enlightening. John Snee helped organize the agenda and facilitate the meetings. The central theme of the presentations was safety begins with good planning and a strong buddy system, which is vital in field crew safety. Various other topics were covered including Lyme disease, highway safety, code of safe surveying practices, safety gear policy and procedures, as well as a variety of round table discussions about some of the safety-related experiences Party Chiefs have had over the last year involving their crews.

In cooperation with HQ Geometronics and our Safety offices, we are developing a number of safety improvement ideas in support of all North Region surveyors in Survey Work Zones including:

- Investigating the use of contracts with CHP to provide Survey Work Zone Enhancement.
- Teaming with Maintenance and Operations to evaluate enhanced traffic control support and the use of speed trailers.
- Investigating the expanded use of changeable message signs on certain routes.
- Reviewing the role of Senior Surveyors on District Safety Review Committees.
- Teaming with Operations

to evaluate enhanced signage for driver awareness.

- Expanding our role in Constructability reviews of staging for crew access.
- Emphasizing with Project Engineers the importance of the SR meeting with the Party Chief.
- Rolling out a Safety Survey's van this summer to assist in enhancing Safety Awareness region-wide.

SURVEYORS MAKE IT HAPPEN - START TO FINISH

Project delivery from initiation through design to right-of-way mapping to construction and eventually to final record maps and monumentation of the right-of-way progresses successfully with the teamwork provided by the Office of Surveyors. Our products include preliminary engineering surveys for project or photo control; environmental surveys to support mapping-sensitive areas; design engineering surveys for bridge sites,

pavement elevations, and drainage. Office of Surveyors also provides construction surveying for construction staking and utility staking. In addition we provide utility location surveys, right of way surveys for monument perpetuation, appraisal mapping, right of way mapping, record maps and deeds.

NEW TECHNOLOGY IS KEY TO IMPROVED SAFETY AND PRODUCTIVITY

The Vangarde Mobile Survey Van uses state-of-the-art hydraulics and instrumentation to collect pavement data on congested highways. A

(Cont'd next page)



Dave McLennan of the North Region Office of Surveyors works along Interstate 80 in the Truckee area. (Photo by Ray Miller)



What is EMPOWERMENT?

It's a word that is often used--especially in the workplace. Supervisors are told to "empower your employees" and employees are counseled to "use their empowerment and take risks". But what does this really mean at Caltrans? Without a definition or boundaries of any type, it can be a very difficult and scary thing to do for both the supervisors and the employees. Supervisors may wonder about who is responsible if things don't go quite right. Employees may wonder about what they are really empowered to do.

I'd like to give you a definition and some boundaries for those situations where you may want to give empowerment or employ the empowerment that you have.

Empowerment means:

Thinking outside the box to identify different or new ways of doing things and then taking reasonable risks to solve problems, accept challenges and get things done.

I think it is helpful to have some boundaries about how to apply this. If you have a new or different way of accomplishing some aspect of our work, here is a flowchart of sorts that you should go through BEFORE you take that reasonable risk:

- We can't change laws or externally imposed rules,

but we can change our own process, or the historical way we've always done things. Is what you want to do within our constraints of existing laws and externally imposed rules?

- If it is, then ask yourself a few questions.
- Is it legal?
- Is it ethical?
- Have we (Caltrans) been delegated the power?
- Have you personally evaluated the chances of success and consulted with people who might be affected and other stakeholders?
- Is it consistent with Caltrans Core Values?
- Is it financially prudent?
- Could you tell your Mom about it?
- ^a Would it be okay if it made the headlines of the local paper?

If you can answer "yes" to all of these questions, then it is a reasonable risk, one worth trying. In that case, try your idea out. We may make some mistakes, but I am very confident that we will have many more successes than failures; and if there are failures, we will learn from them.

NORTH REGION NEWS *(cont'd)*

Real-Time Kinematic (RTK) Global Positioning System (GPS) is being used for pavement surveys by mounting the system on a van and driving lane lines at 30-40 mph. Both systems keep staff less exposed to oncoming traffic as compared to conventional survey methods. Aerial GPS mapping is also beginning to be used through coordination with HQ Photogrammetry. This mapping requires 10% of the control needed from conventional aerial mapping projects. Also, faster and smarter data collectors and software that use a Windows CE operating system have more time saving technology benefits. With our plan to expand the use of these and future new technologies, our Office of Surveyors will continue to set records for safety and product delivery.

In conclusion, I compliment Wayne Lewis who is planning to retire in June after 40 years with the State. Wayne has been a Party Chief for 35 years and has a 35-year safety sticker! His crew recently completed the Sac/ED 50 HOV lane project-staking. Thank you Wayne for your dedication to the Department and best wishes for many years to come.

Dozens Honored At Quarterly Awards Ceremony

District 3 Director Jody Lonergan presented nearly 100 awards to Caltrans employees and select representatives of outside transportation agencies April 22 as District 3 held its first Quarterly Awards Ceremony.

Lonergan's own **Dare to Soar** award went to the project delivery team associated with the Yuba 70 Widening Project. She recognized their "innovative problem-solving, long hours of work and determination in the face of adversity" to deliver this long-awaited project to improve mobility in Sutter County.

Those receiving this award (by division) were:

Design - Rick Montre, Dan Parkinson, Tony Battista, Dan Newton, Andy Alvarado and Michelle Yanez

Environmental - Jeannie Baker, Jeff Swindle, Chris Collison, Carol Esparza, Denise Vaughn, Dan Compson (reprographics), R. C. Slovensky (FHWA), John Webb, Kome Ajise, Christel Little, Adrienne Amy, Keith Pommerenck and Maiser Khaled (FHWA).

Planning - Susan Wilson and Steve Propst.

Right of Way - Gayle Dockrey, Jerry Loveall, Wendy Bishop, Gary Horn, Carol Whippo, Debbie Moreno, Craig MacDonald, Lee Ann Lambirth, Dennis Wilson, Tom Ganyon and Lindy Lee.

Right of Way Engineering - Glen Pellett, Dave Thibeault, Missie Brown, Robert Bargsten, Scott Jackson, Paul Peak, Dave Hammons and Roy Hill.

Hydraulics - Dennis Jagoda.

Program/Project Management - Steve Kirkpatrick, Amarjeet Benipal and Penny Ruble.

Traffic - Steve Block, John Keber, Chuck Cook, Nhan T. Vu, Bill Knight, Jennifer Kwong, Rostam Gharaee-Kermani.

Region Office Engineering - Ron Turnquist.

Headquarters Legal - Richard B. Williams, Maxine Ferguson and Karen Lockhart.

Headquarters - Linda Fong, Paul Reilly and Chuck Carrillo.

Others - Ted Davini, Kevin Mallen (Yuba County) and Gary Sidhu.

Phil Stolarski of Caltrans Headquarters was only on hand to present a **Gold Superior Accomplishment Award** to Joe Peterson for his leadership at the District Materials Engineer Forum. This task force identified high priority areas within the Materials Engineering function related to the statewide needs and issues of importance in the functional areas of main-

tenance, construction and project development throughout California.

Peterson, along with Engineering Associate/Specialist Julia Rockenstein also received a **Gold Superior Accomplishment Award** for the development and implementation of "cold foam" recycling specifications for a pilot project on Highway 20 in Colusa County. Their work identified a new way to recycle roadway base and asphalt "in place".

Transportation Engineers Tom Rutsch, Andy Alvarado and Nancy Mace were also presented a **Gold Superior Accomplishment** award for their exemplary work as technical team leaders.

Receiving a **Gold Superior Accomplishment Award** for work on the Interstate 80 Donner Rehabilitation Project were Fred Gutierrez, Larry Coulter, Ruth Scammon (retired) Dawn Foster, Steven Ashlock, Wendy Ann Clarke, Stephanie Morales, Ken Wahl, Cresencio Figuerres, D'Ann Watanable-Gulling, Dorothy Owyang and Patton Phommachit. This project featured 1,735 project plans and 256 items in the Plans, Specifications and Estimate Report.

The diverse team that delivered a unique project to paint the historic Tower Bridge in Sacramento was also recognized with a **Silver Superior Accomplishment Award**. Those receiving awards were David Anderson, Cliff Bollong, Javier Chavez, Shelly Chernicki, Monica Tugaeff, Rosalie Newton, Pat Dilling, Gregoria Ponce - Garcia, John Holzhauser, Pat Kelley, Mike Marcum, Valerie Moore, Emmil Simeroth, John Webb, Marcia Corrigan, Steve Hetland, Suzanne Melim, John C. Rogers and Cindy Walker. All the team members were praised for their innovative efforts to involve the public in this unique effort to give a facelift to Sacramento's most-recognized landmark.

The design team that delivered the \$35 million Highway 70 Expressway Project between Feather River Blvd. and the McGowan Parkway was also recognized with a **Silver Superior Accomplishment Award**. Dan Parkinson, Mastri Alvandi, Anthony Battista, and Michelle Yanez were all honored for their innovation, quality work and long hours during this "high-pressure" project.

Missie Brown, Clark Crandall and Leroy Coppin also received **Silver Superior Accomplishment Awards** for their outstanding work in delivering a number of projects in the Sutter 99 Corridor over the last years.

The next Quarterly Awards Ceremony is scheduled for July 2, 2002 in the Sierra Room at the Gateway Oaks Building in Sacramento.

SPRING CLEANING FOR LOTUS NOTES

by Pat Dilling, District 3 Information Services

District Director Jody Lonergan has requested that employee information in the Lotus Notes Address Book is kept up to date. Listed are step-by-step instructions for this simple task plus a reminder about the six-month retention period for electronic messages. July 1 is the effective date, and it will be upon us soon. Please plan ahead for your training, archiving, and questions to the Information Services Help Desk.

Updating Your Personal Profile

1. Access the Lotus Notes Email Address Book on the Lotus Notes Welcome page. It is at the center, near the bottom of the page (version R5).
2. In the left column select "People." Locate yourself by typing your last name. A dialog box will pop up with your name in it, click "OK."
3. Once your name is selected, click on "Edit Person," your profile will open. Select the "Work/Home" tab at the top of the profile.
4. Update the information on the "Work" tab. To make this information as useful as possible, please use meaningful terms.
 - In addition to (or in lieu of) your classification, put something descriptive about your role in the "Title" field. As an example, use your functional title — Safety Officer, Training Officer, Public Information Officer, etc. instead of Associate Caltrans Administrator.
 - In the "District-Unit" field, add text that describes the Unit. As an example, "03-075, D3 Information Services".
 - Verify that your "Supervisor" is correct.
 - Include all your phone numbers in the appropriate fields.
 - Under "Location", please include your city, building and cube number if you know it. This will allow Information Services and Facilities staff to locate you quickly and easily.
5. It is recommended that you not include information under the "Home" tab, as there is no way to ensure your privacy.
6. Once your information is complete, click "Save and Close." That's all there is to it!

Remember to update your information as it changes.

Lotus Notes Archiving

Just a reminder — effective July 1, 2002, all Lotus Note messages older than six months will be deleted. If you have messages that you wish to retain past six months, you must archive them. You may store your archived files on your hard drive, in a network folder, or on a CD. It is important that you have version 5.08 of Lotus Notes installed before archiving. To check your Lotus Notes version, click on the "Help" menu, then select "About Notes," the version will be listed at the bottom of that display. Archiving is covered in the Lotus Notes training described below. Assistance is also available from the Information Services staff by contacting the District 3 Helpdesk at 1-800-640-1895.

Lotus Notes Version 5 Training

It is recommended that you attend Lotus Notes training before having Version 5 installed. Schedule yourself for this training by sending an e-mail to "Training Room, North Region-Msvl". These three-hour classes are held on Tuesdays in Marysville and on Thursdays in Sacramento. Please indicate your preferred location and dates for training.

District 3 Maneuvers Into Top 3 at Equipment Roadeo and Tree Jamboree

The 2002 Northern California Equipment Roadeo/Tree Jamboree was hosted by District 1 on May 4th at the Redwood Empire Fairgrounds in Ukiah (Mendocino County).

The Equipment Roadeo events included Pre-Trip, Plow, Grader, Loader, Chain and Backhoe. The Top Three Overall Northern 2002 Roadeo winners were Gary Ragan, District 2 - First Place with 2,312 points; Brent Rogers, District 3 - Second Place with 2,276 points; and Bob Pence, District 3 - Third Place with 2,098 points. District 3 employees David McIntire and Denise Pedersen finished with 1,767 and 1,305 points respectively.

Trevor Evans of District 3 competed in the Tree Jamboree. Points were earned in the Chain Saw Assembly, Knot Tying, Throw Line and Work Climb Events. District 1 employees cleaned up in every tree event; however, honorable mention goes to District 3's Steve Takigawa, Deputy District Director of Maintenance, in the "Axe Throwing Demonstration".

There were 45 Equipment Operators competing in the Equipment Roadeo and 15 Tree Workers competing in the Northern Tree Jamboree. There were 76 competitors in the Novice Backhoe event and 75 children tested their skills at the Junior Roadeo utilizing electric-powered vehicles.

The top three winners from each District will be competing at the Finals on August 10, 2002 in Plymouth (Amador County - District 10).



An unidentified Equipment Operator finesses the control levers to knock over bowling pins in the Backhoe event of the 2002 Northern Equipment Roadeo in Ukiah. (Photo by Marty Van Zandt, District 1)



A competitor in the blind knot-tying event makes his way down the line. When asked, "Do you know who is under that mask?" the reply was "I'm a Frayed Knot". (Photo by Marty Van Zandt, District 1)

Retirements and Service Awards

Dale R. Sedler, of Construction, retired on March 31, 2002 after nearly 14 years in state service.

Donald L. Wolfe, of Traffic Operations, retired on March 31, 2002 after more than 32 years in state service.

Thomas W. Whitney, of Engineering Services, retired on November 11, 2001 after more than 32 years in state service.

Roger E. Decker, of Right of Way, retired on November 7, 2001 after nearly 32 years in state service.

Charles T. Walker, of Maintenance, retired on January 31, 2002 after more than 33 years in state service.

Jaime M. Avila, of Environmental, retired on March 1, 2002 after nearly 33 years in state service.

J. Kerry Theran, of Construction, retired on January 1, 2002 after more than 37 years in state service.

Pamela L. Brunnmeier, of Local Assistance, received a 25 - year Service Award.

Jean L. Baker, of Environmental, received a 25-year Service Award.

Wayne Lewis, of Engineering Services, received a 40-year Service Award

"Bring Your Child to Work Day" Enjoyed by Kids of All Ages



Tree Crew Workers Steven Lowell (in bucket) and Dennis Newton (ground person) "wowed" youngsters of every age with a bird's-eye view of the District 3 Office and surrounding area. (Photo by Monica Tugaeff)



The remote-control camera (AKA the "Kevin-Mobile") surprised everyone by greeting each group at the final stop on the tour. Kevin Glasspell of D3 Hydraulics shared his toys and knowledge with both morning and afternoon groups. (Photo by Monica Tugaeff)



A future Caltrans Equipment Operator II enjoyed waving to the crowd (and operating the air horn) during "Bring Your Child To Work Day" held April 25, 2002 at District 3 Headquarters in Marysville. (Photo by Monica Tugaeff)

Letters of Recognition

April 18, 2002

Dear Superintendent Bourne,

Just a note of thanks for the efforts of Paul White and staff (Tahoe City Maintenance) in removing snow within the central business district of Tahoe City this winter. The removal process was timely and efficient.

The sweeping of road sand as snow melted was also greatly appreciated. Recognizing the extensive area that you are responsible for and the reduction of staff time that we are all faced with, Paul has once again done an exemplary job.

(see **LETTERS** pg.11)

D-3 Director Rides Along New Yuba City Bike Trail



District 3 Director Jody Lonergan (above center) joined Yuba City Mayor Lee Welch (above left) and a contingent of school children from Park Avenue Elementary School on an inaugural ride along Yuba City's new bikeway May 3. This four-mile long bike path along the Feather River Levee will serve as an alternative commute route for a city whose population is expected to double by 2020. (Photo by Deitra Brickey)

Obituary

Mary Tsukimura

Former Caltrans District 3 employee Mary Masako Tsukimura, 69, of Yuba City passed away Feb. 11, 2002, at Rideout Memorial Hospital.

Born in Newcastle, Tsukimura was a Claims secretary in Caltrans District 3 for more than 30 years.

She was a member of the Marysville Buddhist Church and the Japanese American Citizens League and was a volunteer for the American Cancer Society.

Survivors include a daughter, Cathy Tsukimura of Yuba City; a son, Glenn Tsukimura of Citrus Heights; four brothers, Letto Hada of Sacramento and Aki Hada, Yoko Hada and Mitsuo Hada, all of Newcastle; and two sisters, Hattie Hada of San Francisco and Julie Blake of Mooresville, N.C.

Her husband, Henry Tsukimura, preceded her in death. A memorial service was held at the Marysville Buddhist Church. She was interred at the Sutter Cemetery.

North Region Directors Urge Employees to TURN ON HEADLIGHTS

District 3 Director Jody Lonergan has joined fellow North Region District Directors Rick Knapp (District 1) and Brian Crane (District 2) in urging all North Region employees to turn on their headlights for improved safety.

In a memo issued to all District 3 employees April 29, Lonergan pointed out, "One change that we can all easily make to improve our safety is to keep our headlights on while traveling our highways. I strongly urge every employee, especially those driving state vehicles, to turn on their headlights at all times." She added that this was not "policy" but a strong recommendation. "It just makes sense", insisted Lonergan. "that with our headlights turned on, we will be more visible and safer on the road."

The effectiveness of daytime running lights has been proven in recent studies conducted in Canada, Sweden and Finland. Their researchers claim that daytime running lights reduce accidents by as much as 32%. Authorities in Finland and Sweden were so impressed by the research, they made daytime running lights mandatory for all vehicles.

Lonergan pointed out that more and more car makers are making daytime running lights (which automatically turn on and off) a standard feature. Studies show that as more cars use daytime running lights, the risk to drivers not using them will steadily increase.

Studies on daytime running lights also revealed a startling effect; drivers who don't use daytime headlights run the risk of being "masked" by those that do.

That research, conducted by Dr. Dennis Atwood of Transport Canada, showed that drivers meeting a line of cars in a passing situation were more likely to miss an oncoming car without headlights, especially if that vehicle is in line vehicles who have their headlights on. Atwood concluded that as more and more vehicles use daytime lights, the risk for those who do not turn on their headlights can only increase.

Lonergan also anticipated the concerns of those who think they may forget about their headlights and leave them on. "I believe the possibility of a few dead batteries," she declared, "is a small price to pay for a life saved or an injury prevented."

LETTERS (cont'd)

Please share our thoughts with those who are involved in this effort. Thank you.
Sincerely,
Bob Bryant, Project Coordinator
Tahoe City Public Utility District

April 16, 2002
Dear District Director Lonergan,
The County of Yuba, Board of Supervisors greatly appreciates your assistance in obtaining funding for the first phase of the Highway 70 widening project. This effort is a perfect example of the types of successes we can achieve through the collaboration of local, state and federal governments and agencies.
Ms. Lonergan, again, thank you for your efforts on behalf of the residents of Yuba County.
Sincerely,
Al Amaro,
District One Chair
County of Yuba Board of Supervisors

(Editor's note Sutter/Yuba Project Manager Ted Davini and the North Region Project Delivery team overcame some last-minute obstacles to secure funding for this very important project to widen Highway 70 between the Bear River Bridge and McGowan Parkway).

UPDATE 3	
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Comments and letters are welcome. These should be sent to Mark Dinger in Public Affairs	



ASK THE DISTRICT DIRECTOR

DISTRICT DIRECTOR JODY LONERGAN WANTS TO HEAR YOUR CONCERNS AND SUGGESTIONS. DROP HER A NOTE. USE THIS FORM FOR SAFETY ISSUES AS WELL. ALL QUESTIONS WILL BE ANSWERED.

Name

Branch